

FEATURE CASUALTY

Ourania Luck

Bulk carrier, IMO 9218428, Built 2000, 75,961 dwt

Date of Casualty 4 July 2020

Voyage San Lorenzo, Argentina to Kuwait

Cargo 44,834 m/t of maize

Type of Casualty Grounding

Type of Claim Possible hull damage, LOF salvage claim and possible General Average declaration

P&I Swedish Club

Our feature today itself is not particularly remarkable only that it is another grounding on the Parana river. The *Ourania Luck*, a 2000 built bulk carrier, ran aground on the river at 2235 hours on 4 July 2020 in the General Lagos area shortly after departing San Lorenzo port where she had loaded a cargo of maize bound for Kuwait. As a consequence of the grounding the waterway was blocked and all traffic on the river had to be suspended, later opening for vessels with a draft of less than 7.3 metres.

Tsaviris Salvage were immediately appointed by the vessel owners to assist with the refloating operation under the terms of an LOF salvage contract. They have salvage masters on retention in the area and were able to quickly deploy assistance, also subcontracting the local tug *Brutus* to

the site. The vessel was refloatated just over a day after her grounding at 2334 hours with the assistance of the *Brutus* and another local tug, the *Ranquel*. The *Ourania Luck* anchored for inspection and was finally able to set sail again at 1956 hours on 6 July 2020. In the meantime the river was re-opened without restrictions.

As yet another bulk carrier falls foul of the current low water levels on the Parana river, it does highlight the ongoing problems caused by silting and drought on the Parana river and the continuing risks faced by bulk carriers using the river to transport the soya bean meal, maize and other cereals down river to other local ports or to the wider world. We have highlighted this problem in the Casualty Newsletter many times over the years and the fact that it is not the only grounding on the river this week (see the *Dino* grounding below) only serves to remind us of the continuing problem especially this year. Hull and cargo underwriters alike will no doubt be looking closely at the statistics when considering insurance premiums having regard to the potential risks and the resulting exposure following such incidents, which can in some cases lead to many millions of Dollars being spent. Charterers will also have to consider closely what potential exposure they may have in relation to possible unsafe port claims.

NEW CASUALTIES

Camar 1

General cargo vessel, No other details

Date of Casualty 30 June 2020 - Late Notification

Voyage Tanjung Balai, Sumatra, Indonesia, to Port Klang, Malaysia

Cargo General goods

Type of Casualty Suffered water ingress during poor weather and sank in the Malacca Strait near Jemur Island. Her crew of nine were rescued by a passing fishing vessel.

Type of Claim Total loss claim

Tatoosh

Yacht, Built 2000, 3,229 dwt

Date of Casualty 1 July 2020

Type of Casualty Caught fire whilst at Peters Yard in Wewelsfleth, Germany. The yard's fire-fighters extinguished the fire.

Type of Claim Fire damage claim

Rhenus Duisburg

Self-propelled barge, Built 2015, 2,900 ts

Date of Casualty 1 July 2020

Voyage Duisburg to Wallersheim

Cargo General containerised cargo

Type of Casualty Containers on board the vessel came into contact with the Willemsbrug Bridge in Rotterdam, Netherlands whilst the barge was passing below the structure. Three empty containers fell into the water and the barge became wedged under the bridge under the influence



of the current. She was later pulled free and berthed for inspection at the North Island. The containers were pulled ashore. The bridge suffered some damage was later reopened. Click [here](#) for video.

Type of Claim Allision damage claim



BBC Lisbon

General cargo vessel, IMO 9513634, Built 2011, 7,844 dwt

Date of Casualty 1 July 2020

Voyage Tromsø, Norway to Esbjerg, Denmark

Cargo No details

Type of Casualty Grounded in the Sandnes Sound north of the Sandnessund bridge, near Tromsø, Norway after suffering steering failure whilst shifting berths. The vessel was refloatated with tug assistance and berthed for inspection.

Type of Claim Possible hull damage and salvage claim

P&I West of England

Key Fighter

Chemical tanker, IMO 8712166, Built 1989, 5,098 dwt

Date of Casualty 1 July 2020

Voyage Stokkmarknes to Rest, Restlandet, Norway

Cargo Fish oil

Type of Casualty Ran aground in Lofoten, south of Restlandet, Norway. The vessel was refloatated with tug assistance.

Type of Claim Possible hull damage and salvage claim

P&I Skuld

Izumo

General cargo vessel, IMO 9414967, Built 2007, 20,139 dwt

Date of Casualty 1 July 2020

Voyage Shanghai, China to Chittagong, Bangladesh

Cargo Steel coils and construction materials

Type of Casualty The vessel caught fire whilst at Chittagong port. Initial fire-fighting was carried out but the vessel was then ordered to the outer anchorage where fire-fighting continued.

Type of Claim Fire damage and possible General Average declaration

P&I Japan Shipowners

Olympic Future/Yuum K'ak Naab

Olympic Future - Crude oil tanker, IMO 9271353, Built 2004, 155,039 dwt

Yuum K'ak Naab - Floating production tanker, IMO 7708302, Built 1981, 360,700 dwt

Date of Casualty 1 July 2020

Voyage Gibraltar to Yuum K'ak Naab Terminal, Mexico / n/a

Cargo In ballast / n/a

Type of Casualty The *Olympic Future* came into contact with the mooring chains of the floating production tanker in the Gulf of Mexico off Campeche during poor weather. The tanker suffered some hull damage.

Type of Claim Collision damage claim

P&I Skuld / Gard

Saehan Selina/Shintaiho

Saehan Selina - LPG tanker, IMO 9615343, Built 2012, 3,805 dwt

[Further casualties overleaf](#)

LOF NEWS

See today's feature

Amber L

Bulk carrier, IMO 9200354, Built 2000, 25,955 dwt

Date of Casualty 22 June 2020 - Late Notification

Voyage Biringkasi, Indonesia to China

Cargo 39,500 m/t of cement clinker

Type of Casualty Ran aground 20 nm from Biringkasi, Indonesia. Five Oceans Salvage have been contacted on LOF terms to assist the vessel. The 90 bollard pull tug *Logindo Sturdy* is on site and the Indonesian Navy have been subcontracted to assist. Lightering barges have been mobilised and are expected to arrive later tonight. We understand that salvors hope to make a refloating attempt tomorrow morning at high water.

Type of Claim Possible hull damage and LOF salvage claim

P&I London Club

Shintaiho - General cargo vessel, No other details

Date of Casualty 2 July 2020

Voyage Yokohama to Kawasaki, Japan / No details

Cargo No details



Roose + Partners

NEW CASUALTIES - Continued - edition (380)

CASUALTY FOLLOW-UP



Golden Ray - editions 337, 338, 339, 340, 341, 342, 343, 344, 346, 348, 352, 355, 358, 360, 361, 362, 364, 366, 369, 370, 374 & 376 - nine personnel who are working on the wreck removal operation have tested positive for COVID-19, late last week. They are under quarantine whilst other workers are also tested. This will inevitably delay the operation by at least two weeks. Meanwhile the vessel which is to be used during the cutting phase is undergoing modification work in Florida to prepare her for the operation.

Kaami - editions 365, 366, 367, 369, 371 & 372 - dismantling of the vessel was completed on 30 June 2020 by John Lawrie Metals Ltd, metal waste recycling and processing experts, in partnership with Kishorn Port Limited (KPL) at the drydock in Kishorn, Scotland. The vessel's propeller and bridge/wheelhouse have been salvaged with the wheelhouse being used as a visitors' viewing gallery at the drydock.

Ho Omaka Hou & Hoku Loa - edition 378 - the US Coast Guard is continuing its investigation into the loss of 21 cargo containers from the barge *Ho Omaka*

Hou on 22 June 2020. The barge was under tow of the tug *Hoku Loa* to Hilo, Hawaii. All remaining containers have been discharged and the barge has returned to Honolulu where additional assessments and investigations are ongoing. 12 of the 21 containers which were lost remained unaccounted for.

Vienna Wood M & Liberty 5 - edition 379 - on 2 July 2020 the Philippine Coast Guard suspended their search for survivors from the fishing vessel *Liberty 5*. The operation was shifted to search and retrieval. Initial investigations appear to support the fact that the *Vienna Wood M* remained close to the area after the collision and did not attempt to flee the scene as was reported by various news sites.

Ozsoy - edition 379 - the vessel, which suffered engine failure off Mangalia, Romania on 24 June 2020 arrived at the Istanbul anchorage on 3 July 2020 where damage surveys confirmed the damage to the main engine crankshaft. The vessel subsequently proceeded to Bardirama for cargo discharge and repairs.



Type of Casualty The vessels were in collision at the N3 anchorage off the port of Yokohama, Japan during poor weather. Both vessels suffered hull damage.

Type of Claim Collision claim
P&I Britannia / No details

Novo Estrella

Fishing vessel, No other details
Date of Casualty 2 July 2020

Type of Casualty The vessel was disabled after suffering mechanical failure 1.2 miles from Punta do Castro in Barreiros, Spain. The Spanish search and rescue vessel *Salvamar Alioth* was deployed and towed the vessel to the port of Burela.

Type of Claim Possible salvage/towage claim

Le Blizzard - CN.925654

Fishing vessel, Built 2006, No other details
Date of Casualty 3 July 2020
Type of Casualty Sank 15 miles northeast of the island of Bréhat located off the northern coast of Brittany, France. The skipper was rescued from his life-raft by helicopter.

Type of Claim Total loss claim

Dimitris S.

Bulk carrier, IMO 9279836, Built 2004, 48,821 dwt

Date of Casualty 4 July 2020

Voyage Dordrecht to Rotterdam, Netherlands



PIRACY NEWS



The floating production tanker *Sendje Berge* (IMO 7360057, Built 1974, 274,333 dwt, Gard P&I) was attacked by pirates at the Okwori Terminal, south of Bonny, Nigeria on 2 July 2020. Nine crew were abducted.

The cargo vessel *Kota Budi* (IMO , Built , dwt, Club) was attacked in the evening of 2 July 2020 west of Warri, Nigeria and five crew were kidnapped.

Cargo Metal scrap

Type of Casualty Fire erupted in a cargo hold whilst the vessel was in Rotterdam. Local fire-fighters attended along with local fire-fighting tugs and the fire was finally extinguished 12 hours later. One crew member was taken to hospital to be treated for smoke inhalation.

Type of Claim Fire damage claim
P&I London Club

Eurocargo Valencia

Ro-ro, IMO 9192959, Built 1999, 15,500 dwt

Date of Casualty 4 July 2020

Voyage Livorno to Olbia, Italy

Cargo Trucks and trailers

Type of Casualty The vessel ran aground on mussel beds close to the Cocciani pier during berthing operations in the port of Olbia, Sardinia. The vessel was refloated with tug assistance the following day with one of the tugs being deployed from Cagliari after an initial attempt by a local tug failed. The owners of the mussel farms have reported serious damage.

Type of Claim Damage and salvage claims
P&I Standard Club

Atlantic Huron

Bulk carrier, IMO 8025680, Built 1984, 36,920 dwt

Date of Casualty 5 July 2020

Voyage Thunder Bay to Meldrum Bay, Canada

Cargo In ballast

Type of Casualty Suffered a power failure and allided with the Sault Ste. Marie International Bridge. Tugs pulled the vessel to the Algoma Export Dock for inspection.

Type of Claim Allision damage claim
P&I Britannia

White

Yacht, IMO 9824837, Built 2018

Date of Casualty 5 July 2020

Type of Casualty Grounded whilst anchoring at Gocék Bay, Turkey. The vessel was able to

refloat by her own means. She had suffered some hull damage.

Type of Claim Hull damage claim



Funing

Bulk carrier, IMO 9690913, Built 2015, 39,784 dwt

Date of Casualty 6 July 2020

Voyage Tauranga, New Zealand to Lanshan, China

Cargo Timber

Type of Casualty Suffered a loss of power whilst departing Tauranga, New Zealand and drifted towards the edge of the channel. The vessel also contacted with the mooring chains of a buoy. She deployed her anchor and was later assisted by tugs and relocated.

Type of Claim Possible allision and tug claim

Festivo

Ro-ro with container capacity, IMO 7802067, Built 1979, 4,616 dwt

Date of Casualty 6 July 2020

Voyage Algeciras to Ceuta, Spain

Cargo Vehicles and general cargo

Type of Casualty Allided with a pier during berthing operations in Ceuta. Both the vessel and the pier were reported as damaged. Click [here](#) for video.

Type of Claim Allision damage claim
P&I Britannia

Wilson Arctic

Offshore supply vessel, IMO 9186601, Built 1999, 4,308 dwt

Date of Casualty 6 July 2020

Type of Casualty Suffered a fire in her port engine room whilst in the North sea off Middelburg in the Netherlands. The crew were able to extinguish the fire and the vessel returned to Vlissingen using her other engine, where she had originally departed bound the Borselle 2 offshore wind farm.

Type of Claim Fire damage claim

Dino

Bulk carrier, IMO 9392078, Built 2009, 33,371 dwt

Date of Casualty 6 July 2020

Voyage San Lorenzo, Argentina to Ghana

Cargo 27,500 m/t of soya bean meal and maize

Type of Casualty Grounded on the river Parana downstream of Rosario port. Traffic on the river was initially suspended but later reopened. The vessel remains aground.

Type of Claim Possible hull damage, salvage claim and/or General Average declaration

Lenangstind-TF 2L

Fishing vessel, No other details

Date of Casualty 6 July 2020

Type of Casualty Suffered mechanical failure and drifted onto rocks near Lyngstuva, Norway. A commercial vessel rescued the crew leaving the vessel in place. Initial attempts to free the vessel failed.

Type of Claim Hull damage and salvage claim



Access all our previous casualty newsletters here

